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HONGKONG.

been merely to cast indignity on China, the hearty support of the other Powers would not have been forthcoming. However, this of course was not Germany's desire, and it is to be hoped that the present difficulty may be got rid of quickly, and the Mission brought to a successful termination, in the interests of international harmony and good-feeling.

The abolition by Imperial edict of the *Wen-chang*, or standard essay in literary examinations, the news of which we published in our Shanghai correspondent's telegram yesterday, is an event which can but have a great effect on education in China. The *Wen-chang* may be styled the backbone of the Civil Service examinations in China. The following sentences, which are quoted by Mr. J. DYER BALL in his *Things Chinese*, give as good an idea of the character of the *Wen-chang* as can be asked for:—"The 'standard essay'—*Wen-chang*—has been the chief cause of the working of the minds of literati, and causing them to labour ceaselessly in the same old treadmill, 'has held absolute sway for a millennium over China's intellectual life, and its baneful effects can be seen everywhere in the literature of the last three dynasties. 'Scholars have learned what they could not afterwards make use of in actual life, and they have had no time left for learning what could be used. The scholars of the Sung dynasty bequeathed in this legacy 'a *Wen-chang* a burden of such weight upon the mental life of China that it has been steadily crushing out its very existence. Originated to perpetuate classical learning, it has been the liveliest factor in suppressing the desire for such knowledge. It has absolutely nothing to be said in its favour, unless the remark of an eminent living statesman of China be given to its credit that it has repressed rebellion by keeping the minds of ambitious men cramped by the pursuit of useless knowledge.' The main reason that has kept it alive has been that it was supposed 'to be the essence of orthodox Confucianism.' An attempt by the Emperor to introduce essays on modern subjects in place of the *Wen-chang* nearly cost him his life and brought on the *coup d'etat*. The promulgation of the new edict, it is to be hoped, will be attended with happier results and lead to the progress of China among the nations."

The English mail of the 3rd August was delivered in London on the 2nd inst.

The only warship at Amoy on the 30th ult. was H.M.S. *Eclipse*, which has been there since the 1st ult.

Our evening contemporary, the *Hongkong Telegraph*, appears now in much improved guise and has expanded to eight pages. The general get-up of the paper has also been changed for the better. We congratulate our contemporary on its advance.

We understand that an European water policeman had the misfortune to shoot a Chinese the other night. We were unable to obtain particulars, as of course, the authorities decline to say anything till the case comes before the magistrate.

The defendant in an action for recovery of rent waded wroth at the Supreme Court yesterday morning when the fact that he had lost the case was interpreted to him. He persisted in loudly arguing the point, and had to be unceremoniously bundled out.

H.M.S. *Terrible* has returned to Weihaiwei from Shanhaikwan, and both Admiral Bridge and Admiral Bruce are now there, with six British warships. The Fleet regatta takes place at Weihaiwei early this month. H.M.S. *Terrible* may come to Hongkong about October.

The steam-roller is at work again, and emphasised the fact outside the Supreme Court yesterday morning during the hearing of a case. It was stuffy, as usual, inside the Courtroom, but the windows nevertheless had to be closed to deaden the sound of the roller's noisy progress.

Quarantine is enforced by the Russian authorities against vessels arriving at Port Arthur, Tientsin, Vladivostok, or other Russian ports in the Far East, from or by way of Japan, China, or Korean ports. Such vessels are to be detained in quarantine for three days at their destination, unless they produce the health endorsed by the Russian Consul at the port of departure.

In connection with the remarkable scoring recently made by H.M. cruiser *Terrible*, it may be interesting to compare the results of last year's firing by vessels in the Channel Squadron with that of the *Terrible*. The following statement is limited to results attained with 6-inch quick-firing weapons:—

	1900.	1901.	Percentage of hits per gun per minute.
<i>Terrible</i>	104	80	76.8
<i>Maestri</i>	108	52	48.1
<i>Prince George</i>	93	53	56.9
<i>Jupiter</i>	106	44	41.5
<i>Magnificent</i>	87	50	57.4
<i>Mars</i>	95	27	28.4
<i>Humboldt</i>	79	27	34.2
<i>Terrible</i>	126	102	80.0

The old National Athletic Club of Manila has changed its name to the American Club.

Civil government has been instituted by the Philippines Commission in the provinces of Laog and North Ilocos.

The first block-map of City of the Manila is to be made by City Engineer Meade. It will show the city block by block, all levels, gutters, street drains, thoroughfares, widths, etc.

A Tokyo telegram of the 19th ult. announced the death of Marquis Shotai, who was the sovereign of the Leeches before the islands were annexed to the Japanese Empire. His demise occurred at his residence in Tokyo.

H. M. S. *Bonaventure*, which was inspected at Doroport on the 27th July by Admiral Lord Charles Scott, K.C.B., is to be refitted at an estimated cost of £12,838. On her way back from this station, the *Bonaventure* conveyed the torpedo-boat *Hornet* from Gibraltar to Plymouth.

The extraordinary circumstance in the recent theatrical libel case of *Chattel v. the Daily Mail*, seems to me that so much more stress was laid on the injury to professional prospects—by reason of the libel leading theatrical managers to suppose Miss Chatter to be much older than she is—than on the imputation on her reputation.

A Brisbane telegram of the 9th ult. says:—Information has come to hand respecting the operations of the German warship *Cornoran*, which was recently sent to the Matthias Islands to punish the natives for the massacre of Herr Moncker and three or four others, forming a party of German scientists. A pitched battle with the natives took place, the latter having 80 killed, and 17 were captured. The prisoners were conveyed to Herberstah, New Guinea.

Nine of the insurgent General Malvar's officers were recently captured by a detachment of the 6th U.S. Cavalry under command of Lieut. Grant. Among them were General Martin Cabrero, next in command to Malvar; three majors, and five captains. Numerous important documents were found on the prisoners, amongst which were letters giving the names of several Manila residents who had assisted Malvar with money to carry on the fight. General Cabrero said that Malvar is in great distress and will have to surrender at an early date.

When the question of finding employment for discharged soldiers is becoming serious, it is surprising to learn that the prison authorities at home are experiencing great difficulties in getting suitable men for the position of warders. This statement, however, is made in the prison report for last year. Large numbers of warders left for the front on the outbreak of war in South Africa, and these will soon be returning. Presumably, therefore, few openings will be available when the campaign is over. Doubtless the claims of discharged soldiers will be considered when the vacancies are filled up.

The other day Lord Cranborne, speaking on the Foreign Office vote, congratulated Parliament and the Government that, "notwithstanding the enormous strain this country was undergoing in South Africa, the British Government had been able to take a lead in all the leading points of the China question." Audacity of assertion has its advantages, says *To-day*, but it would not be easy to point to a Parliamentary statement, made by a member of the Government, less in accordance with fact than this boast of Lord Cranborne's. When have we taken the lead during the recent trouble in China? Did we take it on the question of punishment of officials implicated in the anti-foreign outrages of last summer? Did we take it in the matter of the indemnity to be paid to the Powers? Did we take it when we subordinated the British forces in China to the supreme command of a foreign field-marshal? As a matter of fact we have played second fiddle to Germany throughout the business. We do not say that, the circumstances being as they are. Lord Salisbury and his colleagues were not wise in playing second fiddle in China, but it does not help us to deny notorious facts, as Lord Cranborne went out of his way to deny them.

"What surely have we," asks Admiral Close, "that our merchant ships and the food they carry will be protected in case of war with any naval Power?" Well, it may be hoped that the present manœuvres will throw some light on the point. Admiral Close insists very emphatically that our navy in its weekly deficient in cruisers, and suggests that the Admiralty have never definitely accepted the responsibility of protecting British commerce. This statement is rather startling, and it is capable, we think, of refutation. Our impression is that Lord Goschen has more than once assured the country that the navy is able to afford adequate protection to our shipping. It is likely enough that many naval officers of distinction may have their misgivings. The late Sir Geoffrey Horby, for example, told the merchants of London some years ago that we should need 150 cruisers for the protection of shipping, plus another 100 to act with the squadrons. Our total at present is 140. The late Admirals Sir E. Comberford and Sir Anthony Hoskins, we are told, shared the views of Sir G. Horby. If so, it is to be regretted that they did not give more public expression to their opinions. The danger may, or may not, be so great as Admiral Close considers it to be, but it is evident that the suggested appointment of a committee to investigate the matter would be a step in the right direction. Admiralty cannot evade the responsibility that rests upon them. No First Lord, no Sea Lord, has a right to retain office for a month if he has formed the opinion that the navy is too weak to fulfil its most vital function. *Naval and Military Record*.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

LONDON, 2nd September, 5.20 p.m.

PRINCE CHUN'S MISSION.

Prince Chun still remains at Basle. It is reported that Germany is prepared to accord the Prince the honours due to his birth, but demands that his followers shall kneel. The latter decline to do so.

GENERAL NEWS.

LONDON, 2nd September, 5.20 p.m.

THE FRANCO-TURKISH DIFFICULTY.

The situation of affairs between France and Turkey remains unchanged. It is reported that the Porte has appealed to Germany.

THE UNITED STATES AND THE DANISH WEST INDIES.

It is reported that an offer of the United States to purchase the Danish West Indies for sixteen million kroner has been accepted by Denmark.

REUTER'S SERVICE.

LONDON, 1st September.

THE TIBETAN MISSION TO RUSSIA.

The *Times* Moscow correspondent says that the departure of the Tibetan mission is shrouded in mystery. It is believed to be returning to the overland, escorted through Mongolia Russia by a force consisting largely of intelligence officers, serving nominally in the ranks.

SOUTH AFRICA—MORE TRAIN-WRECKING.

A train was blown up by the Boers on the 31st ultimo to the south of Samanekraal. 250 of the enemy immediately rushed to the wreckage, and fired the trucks. Major Vandeleur of the Irish Guards was killed, the other casualties are not reported.

MR. KRUGER AND THE TSAR.

Dr. Loyds has failed to obtain an interview for Mr. Kruger with the Tsar on the occasion of the latter's visit to France.

THE TRAIN-WRECKING IN SOUTH AFRICA.

In addition to Major Vandeleur, killed in the recent blowing up of a train, nine men were killed and seventeen wounded.

PRINCE CHUN'S MISSION—SERIOUS HITCH.

A telegram received from Basle says there is no sign of a settlement of the mission dispute. The Chinese declare that they would rather die than perform the humiliating *koutow* before the German Emperor.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

PORTUGUESE CLERKS.

TO THE EDITOR OF THE "DAILY PRESS."

3rd September.

SIR,—In Enclosure 2, Notes on Recommendations of Salaries Committee, published in Saturday's *Gazette*, I noticed a most uncalled for remark, or rather a gratuitous insinuation, made by Mr. May, as Acting Colonial Secretary, against the Portuguese in general. On page 1,502 of the said *Gazette*, relating to the Post Office Dept., in the second paragraph, Mr. May (the said) "Portuguese clerks are as a class (the italics are mine) careless, inaccurate, and inclined to idleness." This is a most irrelevant insult on the part of Mr. May, and if he wished to impute such insinuations against the clerks of the Post Office (who are of different nationalities, not Portuguese only) he should not take it for granted that all the Portuguese are as he did. It is said the Portuguese "community consider this as an insult, and they are quite justified. Why may I ask, has a Portuguese been made Superintendent of the Registration Branch of the Post Office? If the Portuguese are in accordance with Mr. May's opinion, why were they and why are they still mostly employed in all the Government Departments, and nearly all the local mercantile firms, a good many of them occupying responsible positions, and others after a good number of years of faithful service now enjoying well earned pensions. If the Portuguese are so regarded by Mr. May only, we are convinced they are not so by the impartial foreign community at large.

Sir Thomas Jackson, Mr. Sheehan, and others too numerous to mention, will conscientiously contradict Mr. May's statement, for they all know what their clerks are worth. And you, Mr. Editor, what do you think of your Portuguese staff? We are surprised that Sir Henry Blake should have allowed such a document to be passed unnoted and did not have Mr. May's unbecoming remarks modified to a certain extent.

We hope, Mr. Editor, you will endorse the feelings of the Portuguese community, to the great space in your columns to the above protest.

IMPARTIAL.

SUPREME COURT.

Tuesday, 3rd September.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (ACTING POINTE JUDGE).

LEUNG KUN YAU v. HOH F. H. MAY.

Leung Kun Yau, alias Leung A. A. Leung, the Hon. F. H. May, C.M.G., Captain Superintendent of Police, for damages of £100, which, under Statute 31, Car. II, C. 2, entitled "An Act for better securing the Liberty of the Subject," the defendant has forfeited to the plaintiff, he being on the 14th August last detained in the custody of the police and grievously injured by the said Statute to deliver to the plaintiff's solicitors, after demand then made by them on his behalf upon the defendant, a copy of the warrant, authority or order, whereunder the plaintiff was so detained. The plaintiff, who also sued for costs, reduced his claim to \$1,000 in order to bring it within the jurisdiction of the Court.

Mr. E. H. Sharp, barrister-at-law (instructed by Mr. K. W. Mounsey, solicitor), appeared on behalf of the plaintiff, and the Hon. H. E. Pollock, K.C., Acting Attorney-General (instructed by Mr. F. B. L. Bowley, Crown Solicitor), represented the defendant.

Mr. Sharp, in opening, said the action was brought under the Habeas Corpus Act, Section 5, and the facts of the case were these: About the beginning of July or the end of June the plaintiff was convicted upon a charge of larceny, and upon other charges, and imprisoned until 14th August. On 1st August, whilst still suffering imprisonment, a banishment order was made against the plaintiff allowing him to leave the Colony on the 10th August, and practically within two days after the plaintiff of his term of imprisonment. The plaintiff was meanwhile to remain in the custody of the police. On 14th August, at eight o'clock in the morning, the plaintiff was discharged from prison, and immediately re-arrested under the banishment order. On the same morning Messrs. Mounsey and Brutton, solicitors, were instructed to apply for a writ of habeas corpus on the ground that the plaintiff was a British subject and that therefore the banishment order made against him was illegal. A copy of the warrant was required, and Messrs. Mounsey and Brutton accordingly wrote to the Captain Superintendent of Police, telling him the purpose for which the copy was required. The Captain Superintendent of Police replied, definitely refusing to give the plaintiff's solicitors a copy of the warrant. That refusal constituted and completed the first offence under Section 5—the offence, in regard to which proceedings had been taken later in the day—14th August. Mr. Mounsey went to the Police Station and saw Mr. May. He requested a copy of the warrant, and again, this time verbally, Mr. May refused to supply a copy. This refusal, Mr. Sharp pointed out, to his Lordship, constituted the second offence, but it was not intended to proceed thereon. Eventually a writ of habeas corpus was granted, and on 17th August the plaintiff was discharged on the ground that he was a natural-born British subject, and that therefore the warrant was illegal. The question, the sole question, for his Lordship to decide was whether the plaintiff was entitled to a copy of the warrant.

Mr. Mounsey was called. He stated, in reply to Mr. Sharp, that on the morning of the 14th August the plaintiff's mother came to the office and told him that her son was to be deported that day, in the afternoon. She had been to the office two or three days before that, and told him she had heard that her son was to be deported as soon as the sentence he was then undergoing expired.

Mr. Sharp—Did you know when his sentence was to expire?

Mr. Mounsey—I did not know at the time, but I understood it was to expire on the 16th. I prepared the necessary papers, so far as I was able, to apply for a writ of habeas corpus, and I prepared an affidavit by the plaintiff's mother, one by his aunt, and one for himself. On 14th August I had the necessary papers on ready, and between half-past nine and ten o'clock I wrote a letter to Mr. May asking him to supply me with a copy of the banishment order.

Mr. Sharp—Is that the letter (produced)?

Mr. Mounsey—Yes.

Mr. Sharp—After sending that letter, what did you do next?

Mr. Mounsey—After that I had the declarations by the mother and aunt filed, and arranged that Mr. Jones should come up to the goal with me so as to take the plaintiff's declaration. I went up about a quarter of an hour or so before Mr. Jones, so as not to waste any time, and went into the goal and asked for Leung Kun Yau, to be sent down. They told me they had not kept the prisoner, and that he was in the custody of the police.

His Lordship—He was not in goal?

Mr. Mounsey—No. So far as they were concerned he had been discharged that morning. I went straight from the goal to the office of the Captain Superintendent of Police. I saw the Captain Superintendent, and I asked him if he had received Mr. May, and I asked him if he had received a letter from me that morning. He said yes, and that he had replied to it. I asked him if he was going to supply me with a copy of the banishment order.

Mr. Sharp—You had not received this reply?

Mr. Mounsey—No, but I received it when I got back to the office.

The letter was put in.

Mr. Sharp—What about the interview with Mr. May?

Mr. Mounsey—I asked him whether he was going to supply us with a copy, and he said no. I asked him whether Leung Kun Yau had had a copy supplied to him, and he said—"No, we do not supply them with copies. The warrant is read over to them," or words to that effect. I asked—"Will you supply us with a copy?" and he said—"No, I won't. You can see it if you like, but I won't give you a copy." That ended the interview.

Mr. Sharp—When was the application made for the writ of habeas corpus?

Mr. Mounsey—Two o'clock on the same day.

Mr. Sharp—Did the defendant at any time let you have a copy of this warrant?

Mr. Mounsey—No.

Mr. Sharp—When did the defendant make his return to the writ?

Mr. Mounsey—Three days later—on the Saturday morning.

Mr. Sharp—And what was the result?

Mr. Mounsey—That the plaintiff was a natural-born British subject, and he was discharged.

Cross-examined by Mr. Pollock, Mr. Mounsey said he first saw the plaintiff in the matter in the charge-room at the Magistrate's.

Mr. Pollock—Before that you had no communication with him directly at all?

Mr. Mounsey—No.

Mr. Pollock—And so all you did then was simply to take a declaration and interpret it to him in the presence of Mr. Jones?

Mr. Mounsey—That was all.

Mr. Pollock—You did not take instructions from him personally?

Mr. Mounsey—No; from his mother, on his behalf.

Mr. Pollock—May I ask when you first became aware of the provisions of that Statute in respect of which the plaintiff is now suing for £100?

Mr. Mounsey—On the 17th—the Saturday morning.

Mr. Pollock—At the interview with Mr. May, did he say—"I do not see that I should do what I am not obliged to?"

Mr. Mounsey—He may have said so; I don't remember.

Mr. Pollock—Did you say, in answer to that, "I don't wish you to do what you are not obliged to do?"

Mr. Mounsey—No, I do not remember saying that at all.

Mr. Pollock—Did Mr. May offer to let you look at the writ?

Mr. Mounsey—Yes, but I declined.

Mr. Pollock—Why?

Mr. Mounsey—There was no earthly use in looking at it. I wanted a copy.

Mr. Pollock—What did you want a copy for?

Mr. Mounsey—To attach to the declaration of the plaintiff.

Mr. Pollock—Did you tell Mr. May on the 14th August that this man was a British subject?

Mr. Mounsey—I believe I did, but I can't be sure of it.

Mr. Sharp—Did you withdraw your demand in any way in that interview with Mr. May?

Mr. Mounsey—No.

Mr. Sharp—He pointed out to his Lordship that it was not intended to select in the simplest degree upon Mr. May's zealousness, or intentions, nor was it suggested that he was aware of that he remembered that morning that the plaintiff existed. In Mr. Sharp's opinion there might be a large number of admissions of fact that would shorten the case.

Mr. Pollock—I would submit there is nothing at all for us to answer in this matter. I will call Mr. May to question him on one or two points, and then I will address your Lordship.

His Lordship—It seems more a matter for legal discussion.

Mr. May was called, and gave evidence regarding Mr. May's zealousness, or intentions, nor was it suggested that he was aware of that he remembered that morning that the plaintiff existed. In Mr. Sharp's opinion there might be a large number of admissions of fact that would shorten the case.

Mr. Pollock—Mr. Mounsey did not tell you on the 14th that the man was a natural-born British subject?

Mr. May—He did not indicate in any way what was the ground for the writ of habeas corpus.

Mr. Sharp—Were you aware of a similar application being made to your deputy for a copy of this order on the following day by Messrs. Mounsey and Brutton?

Mr. May—Yes. I was in the office till late that evening, and he showed me the application.

Mr. Sharp—Did you see Mr. Brutton's answer in reply?

Mr. May—No; I don't know what answer he made.

Mr. Sharp—You did not know its purport?

Mr. May—No. Of course, any communication like that sent to my junior officers is ignored.

Three Chinese witnesses were called, including the sergeant-interpreter at No. 7 Police Station, who deposed that the plaintiff made a statement in the charge-room that he came from China. Mr. Pollock submitted that which the plaintiff was "suing." Furthermore, it had not been proved that Mr. Mounsey had the authority of the plaintiff to set on his behalf in making the demand for a copy of the warrant. No demand was made under the provisions of the Statute, because Mr. Mounsey himself had admitted that he was not then aware of its provisions, and he had not even asked the man what was detained. No penalty was imposed, recoverable by the plaintiff from the defendant. The hearing was adjourned until this morning at 11.30, when arguments will be heard.

CLAIM FOR REST.

His Lordship delivered judgment in a case in which Tang Yik King and Tang Ip Fu, land owners in the New Territory, sued Wan Lin Hang, a farmer, for \$57.24, rent alleged to be due to them by the defendant. Judgment was entered in favour of the plaintiffs, with costs. The judgment is held over until tomorrow.

POLICE COURT.

Tuesday, 3rd September.

BEFORE MR. HASLEARD.

THOS. WILLIAMS, a seaman, found guilty of being drunk and disorderly, was fined \$4 or eight days.

FABRICK HORNE pleaded guilty to having been drunk and incapable on Monday night, and was let off with a \$2 fine.

SUPPOSED THEFT OF HAMMERS.

George Long, an apprentice with the Hongkong and Whampoa Dock Co., was charged with the theft of five hammers, valued at \$3.50, from the fitters' room at the company's works. Defendant pleaded not guilty. A Chinese foreman-fitter stated that he saw defendant take the five hammers that morning. Witness stated that though he stood close enough to see defendant lift the hammers, he could not say in which hand he carried them. Another fitter deposed to having seen defendant take up the hammers, but did not see him carry them away.

Sergeant Gordon said that the manager of the Dock Company had no desire to prosecute the case. His Worship said that, once the case came before him, he was bound to try it.

Defendant was discharged.

PREVAILING.

A hawk named Ux Mal, of New Street, came to visit Chinese constable No. 389 at the Central Station before 10 a.m., which was against the regulations. He was arrested accordingly and charged with trespass. When constable No. 389 was called upon, he denied knowing the hawk in question was on duty at the station at the time and it was his business to have seen defendant enter and to stop him, whereas he claimed not to have seen him at all.

His Worship discharged defendant with caution, and told Inspector Kemp that the larking was really the culpable party.

PREVENTING OTHERS FROM WORKING.

An Indian wanted to hire four coolies to do some work, among them was defendant. The other three agreed to work for the usual rate of thirty cents, but defendant called out to them not to work under thirty-five cents, and actually prevented the other three from going to work. The higher wage advocate was fined \$5 or fourteen days.

WEALTHY GAMBLERS.

Chief Detective Inspector Hanson brought twenty gamblers—shopkeepers, merchants, compradors, and the dross of the community—before His Worship charged one of his henchmen in a long Chinese spectacle, and sent him, followed by three more henchmen to No. 224

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Hongkong, 7th August, 1901. [1899]

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Hongkong, 31st August, 1901. [2220]

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sion from 1st September.
Apply to—
Care of Office of this Paper.
Hongkong, 30th August, 1901. [2208]

TO LET.

NO. 1, STEWART TERRACE, the
PEARL.
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THE HONGKONG LAND INVEST-
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Hongkong, 17th July, 1901. [1799]

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GODOWN, No. 5A, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 6th July, 1901. [1692]

TO LET.

THE GODOWN in West Point
(Kennedy Town), known as Feather
Factory, now occupied by the Hongkong and
Kowloon Wharf and Godown Co., Ltd.
For particulars, apply to—
L. F. WEGENER & CO.
Hongkong, 9th July, 1901. [1730]

TO LET.

HOUSE No. 3, LOWER CASTLE
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T. EDWARDS.
No. 22, Stanley Street.
Hongkong, 9th August, 1901. [2024]

TO LET.

"FERNSIDE," No. 37, ROBINSON
ROAD.
Apply to—
S. A. RAMJAHN,
Care of Thomas's Grill Room.
Hongkong, 1st August, 1901. [193]

TO LET.

BOARD AND RESIDENCE.
MRS. GILLANDERS.
"GLENWOOD,"
21, CAFFEY ROAD.
Hongkong, 20th September, 1900. [1869]

TO LET.

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED
ROOMS, with Bath.
Apply to Mrs. MATHIE,
2, Pedlar's Hill.
Hongkong, 1st January, 1892.

PUBLIC COMPANY

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS
are requested to send in a Statement of
Business contributed during the Half-year
ended 30th June, 1901, on or before the 10th
September, on which date the Accounts will be
closed.
By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 23rd August, 1901. [2150]

LESSONS IN FRENCH.

NEW and easy method of learning French
in a few months, mainly by conversation
with a Frenchman. Terms very moderate.
Please address—
B. R.
Care of Office of this Paper.
Hongkong, 23rd February, 1901. [2165]

WING CHEONG,

JEWELRY, PEARLS, DIAMONDS,
CURIOUS, JADESTONE ORNAMENTS,
BRONZES and CARVED IVORY WARE,
FINE SILKS and GRASSCLOTHS.
General Exporters of
ANISEED and CASSIA OILS,
&c., &c. Stock always on hand.
An Inspection is RESPECTFULLY SOLICITED.
Note—We beg to announce that we also
buy all kinds of Curious at Moderate Prices.
1 & 3, D'ARQUILL STREET
(Behind Hongkong Dispensary).
Hongkong, 18th April, 1901. [1811]

THE NEED

MUNICIPAL FREEDOM
IN
HONGKONG.

BY

"SCRUTATOR."

With Leading Articles and Correspondence
therein Reprinted from the "HONGKONG
DAILY PRESS" and "CHINA MAIL."
Price 20 Cents per Copy or Six Copies for \$1.

THE SANITARY CONDITION

OF

HONGKONG

(A REPLY TO THE OFFICIAL
MEMORANDA).

BY

"SCRUTATOR."

With Articles Reprinted from the "HONG-
KONG DAILY PRESS."
Price 10 Cents.

Copies of both Pamphlets bound in Half-
leather Cases, Lettered, \$1.25.

On Sale at this Office, Local Booksellers,
and H. KOTTON'S, 10, Kowloon.
Hongkong, 19th August, 1901. [2107]

LOVE.

COURTSHIP.

MARRIAGE.

By the famous author of
"How to be Happy Though Married," the
REV. E. J. HARDY,
MILITARY CHAPLAIN at HONGKONG.

The following Series of Articles on the above
are appearing weekly in the Hongkong Daily
Press.

PROPOSING.
Many men find it the hardest thing in the
world to propose. "A swain went one evening
to the cottage of his beloved. She was sitting
by the fire, knitting, a cat at her feet.
After a long silence he took the cat on his
knees, and stammered out: 'Pussy, will
Lizzie if she'll marry me. Lizzie blushed,
hesitated, then said: 'Pussy, you can tell
me if I'll take her.'"

ENGAGED.
"Proposing to a girl, which was the sub-
ject of our last paper, is easy, indeed quite
easy, compared to proposing to her father for
her. For fathers find their daughters' great
resources and are not, in this case, anxious
to 'husband their resources.'"

THE WEDDING AND THE HONEYMOON.
A parish clerk said to the clergyman who
was adding a hymn to the marriage service:
"Please to cut it short, sir; they've got to
catch the cab by the hour."

MARRIED A YEAR.
"The advice 'drive gently over the stones,'
which is frequently given to inexperienced
wives, may be respectfully suggested to the
newly married. The first evil about which
should be marked 'dangerous' is the first
year of married life."

LOVING THOUGH MARRIED.
"Simpsons says that 'now and then, April
when they woo, and December when they
wed,' but not a few women can say of hers:
'I wish what Durk's wife said of hers:
He never was a husband to me: he was
always a lover.'"

Hongkong, 17th August, 1901. [2096]

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
THE COMPANY has a POWERFUL SAL-
VAGE PLANT READY AT SHORT
NOTICE.

CODE WORD: "DOCK," NAGASAKI.
A.I. A.B.C., Scott's and Engineering Codes
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length ... 523 feet.
Length on Blocks ... 513 ..
Width of Entrance on Top ... 89 ..
Width of Entrance on Bottom ... 77 ..
Water on Blocks at Spring Tide ... 264 ..

DOCK No. 2 (at MUKAJIMA).
Extreme Length ... 371 feet.
Length on Blocks ... 350 ..
Width of Entrance on Top ... 66 ..
Width of Entrance on Bottom ... 53 ..
Water on Blocks at Spring Tide ... 22 ..

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

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LADY MARGOT'S LEAP.

BY

MAGGIE SWAN

(Author of "Life's Blindfold Game," &c.).

CHAPTER I.

In her earlier years Miss Rachel Blyth had
kept a dame's school in St. Cove, but when
past fifty, her health broke down, and her
temper—never a sweet one—its best—suffered
sadly in consequence. Gradually, month by
month, her pupils dropped away, and in the end
she was forced to resign her profession.

Old Dr. Blyth had bought the Gable House
on retiring from the army, and it was there
after his death that his daughter set up school,
as a means of eking out a slender livelihood.

She was in her sixtieth year, when her niece
came to the Gable House to stay with her—the
only child of a brother whose existence had
never before been heard of in St. Cove, but the
general belief was that his career had not been
what it should have been.

At this time Lillian Blyth was only a girl of
sixteen, and many pitied her on hearing of her
arrival in St. Cove, for to youth, with all its
ardent desires for freedom and pleasure, com-
plicity with Miss Rachel meant nothing
short of a living death. She was a slender,
graceful creature, with soft dark hair, which
carried in pretty, natural ringlets on her white
brow, and about her shell-like ears: colour she
had none, but when she came at first there was
a brilliancy in her deep blue eyes which
seemed to lighten up her whole face. It was not
long, however, before the depressing atmosphere
of the Gable House began to leave its mark on
her.

What marvel was it when Miss Rachel kept
her continually under her vigilant eye, and
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CHAPTER II.

Clever and scheming as the world-be- Robert
Jardine was, it remained always a wonder to St.
Cove how he succeeded in continuing his acquaint-
ance with Lillian Blyth, while her shrewish old
aunt remained entirely ignorant of the fact.
Lillian herself was amazed at the frequency with
which they managed to see each other, but
accepted everything without questioning. In
Robert Jardine's society she entered upon a
dream life wherein, to her long starved senses,
the very gates of paradise seemed to open. One
morning, several weeks after their first meeting
with each other, Robert Jardine having arrang-
ed Lillian's escape from the Gable House, they
wandered far along the top of the cliffs to an
old ruined tower facing the sea.

"You have not yet heard, have you, the old
story told about this tower?" asked Lillian as they
made their approach, and Robert Jardine reply-
ing in the negative, she at once went on. "It
is the property of the Kilvers, yonder is the old
castle far up on the hill—and the story is about
a daughter of the Earl's who was called Lady
Margot. A French gentleman fell in love with
her and wanted to marry her, but for some pri-
vate reason, he forbade his daughter having aught
to do with him. 'Luddy Margot,' as she is al-
ways spoken of now, among St. Cove folk,
was of a different mind, however, and when the
Frenchman sought her, consented to run away
with him. She was to be waiting for him at mid-
night in the tower here, and he was to find a little
boat in that bay below, and now her own to his
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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, 2, midway between Hongkong and Kowloon, and 3, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	PARAMATTA	Brit. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On 14th inst. at Noon.
LONDON	IDOMENEUS	Brit. str.	2 m.	...	BUTTERFIELD & SWIRE	On 17th inst.
LONDON	TYDEUS	Brit. str.	2 m.	...	BUTTERFIELD & SWIRE	On 1st October.
LONDON	PYRHEUS	Brit. str.	2 m.	...	BUTTERFIELD & SWIRE	On 15th October.
LONDON	ALAMENON	Brit. str.	2 m.	...	BUTTERFIELD & SWIRE	On 29th October.
LONDON	GRETES	Brit. str.	2 m.	...	BUTTERFIELD & SWIRE	About 15th inst.
LIVERPOOL DIRECT	ULYSSES	Brit. str.	2 m.	...	BUTTERFIELD & SWIRE	On 15th October.
LIVERPOOL DIRECT	PRINCESS IRENE	Ger. str.	2 m.	P. Wotter	MELCHERS & CO.	To-morrow, at Noon.
BREMEN, via PORTS OF CALL	BANCA	Brit. str.	2 m.	E. P. Martin, R.N.R.	P. & O. S. N. Co.	About 7th inst.
MARSEILLES, LONDON & ANTWERP, v. S. POKE, &c.	BINGO MARU	Jap. str.	2 m.	F. Davies	NIPPON YUSEN KAISHA	On 6th inst. at Daylight.
MARSEILLES, LONDON & ANTWERP, v. S. POKE, &c.	YARBA	Fren. str.	2 m.	Negro	NIPPON YUSEN KAISHA	On 9th inst. at 1 p.m.
MARSEILLES, LONDON & ANTWERP, v. S. POKE, &c.	TAMBA MARU	Jap. str.	2 m.	J. W. Wale	NIPPON YUSEN KAISHA	On 20th inst. at Daylight.
HAYRE & HAMBURG	SIBIRIA	Ger. str.	2 m.	Ehlers	HAMBURG-AMERIKA LINIE	To-day.
HAYRE & HAMBURG	ANDALUSIA	Ger. str.	2 m.	Sachs	HAMBURG-AMERIKA LINIE	On 21st inst.
HAYRE & HAMBURG	ARABIA	Ger. str.	2 m.	Christian	HAMBURG-AMERIKA LINIE	On 5th October.
HAYRE & HAMBURG	KORINGBERG	Ger. str.	2 m.	Christian	HAMBURG-AMERIKA LINIE	On 15th October.
HAYRE & HAMBURG	BANBERG	Ger. str.	2 m.	Jacobs	HAMBURG-AMERIKA LINIE	On 2nd November.
HAYRE & HAMBURG	ATAKA	Brit. str.	2 m.	Kendall	SHAW, TOMES & CO.	On or about 13th inst.
NEW YORK VIA SUEZ CANAL	L. SCHEFF	Amr. ship	2 m.	Kendall	CARLOWITZ & CO.	Quick despatch.
NEW YORK VIA PORTS & SUEZ CANAL	MOGUL	Brit. str.	2 m.	Forst	DODWELL & CO. LIMITED	On or about 21st inst.
NEW YORK VIA PORTS & SUEZ CANAL	I. F. CHAPMAN	Amr. ship	2 m.	Forst	ANNHOLD, KARBURG & CO.	Quick despatch.
NEW YORK VIA SUEZ CANAL	ARAGONIA	Ger. str.	2 m.	Forst	HAMBURG-AMERIKA LINIE	On 7th inst.
NEW YORK VIA SUEZ CANAL	MANUEL LAGUNA	Amr. ship	2 m.	T. Davis	SHAW, TOMES & CO.	On or about 25th Oct.
NEW YORK VIA SUEZ CANAL	GENOYLE	Amr. ship	2 m.	Leva	MCGREGOR BROS. & GOW	On 28th inst.
NEW YORK VIA SUEZ CANAL	CHINA	Brit. str.	2 m.	H. Mowatt	SANDER, WIELER & CO.	On 17th inst. P.M.
TRIESTE VIA SINGAPORE, &c.	ARHENTAN	Brit. str.	2 m.	H. Mowatt	CANADIAN PACIFIC R. CO.	To-day.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On 25th inst.
VANCOUVER, via SHANGHAI, &c.	DUKE OF FIFE	Brit. str.	2 m.	J. S. Cox	DODWELL & CO. LIMITED	On 10th inst.
VICTORIA, B.C., & TACOMA, via SHANGHAI, &c.	MOYUNE	Brit. str.	2 m.	O. Ohno	JARDINE, MATHESON & CO.	On 18th inst. at 4 p.m.
VICTORIA (B.C.) & SEATTLE	RIJUN MARU	Jap. str.	2 m.	O. Ohno	NIPPON YUSEN KAISHA	On or about 10th inst.
PORTLAND (O.C.)	INDRAVELLI	Brit. str.	2 m.	O. Ohno	ALLAN CARRISON	On 17th inst. at Noon.
SAN FRANCISCO, via SHANGHAI, &c.	AMERICA MARU	Jap. str.	2 m.	O. Ohno	O. & S. S. CO.	On 10th inst. at Noon.
SAN FRANCISCO, via SHANGHAI, &c.	COPTIC	Amr. str.	2 m.	O. Ohno	BUTTERFIELD & SWIRE	On or about 15th inst.
SAN DIEGO, &c., via MOI, &c.	CARLEIGH CITY	Brit. str.	2 m.	Ellis	GIBB, LIVINGSTON & CO.	To-morrow, at Noon.
AUSTRALIAN PORTS	EASTERN	Brit. str.	2 m.	N. Tate	BUTTERFIELD & SWIRE	On 10th inst.
AUSTRALIAN PORTS	TAITIAN	Jap. str.	2 m.	N. Tate	NIPPON YUSEN KAISHA	On 27th inst. at 4 p.m.
AUSTRALIAN PORTS	ROSSETTA MARU	Brit. str.	2 m.	C. P. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 9th inst.
YOKOHAMA VIA SHANGHAI, MOI & KOBE	TRIESTE	Amr. str.	2 m.	Mills	SANDER, WIELER & CO.	On 17th inst.
YOKOHAMA & KOBE	AWA MARU	Jap. str.	2 m.	N. Trent	NIPPON YUSEN KAISHA	On 17th inst. at Daylight.
YOKOHAMA & KOBE	INABA MARU	Jap. str.	2 m.	W. Bainbridge	NIPPON YUSEN KAISHA	On 27th inst. at Daylight.
YOKOHAMA & KOBE	GLENROY	Brit. str.	2 m.	Forbes Selby	NIPPON YUSEN KAISHA	On 10th inst.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	2 m.	A. E. Moses	NIPPON YUSEN KAISHA	On 20th inst. at Noon.
NAGASAKI, KOBE & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	On 10th inst. at Noon.
MOI, KOBE & YOKOHAMA	NANCHANG	Brit. str.	2 m.	K. Kori	BUTTERFIELD & SWIRE	To-day.
TIENSIN	FOOCHOW	Ger. str.	2 m.	E. Frel	MELCHERS & CO.	On 6th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	PREUSSEN	Ger. str.	2 m.	Th. Lehmann	SIEMSEN & CO.	To-morrow, at 10 A.M.
SHANGHAI	LYEEMOON	Fren. str.	2 m.	Bouis	MESSAGERIES MARITIMES	On or about 9th inst.
SHANGHAI	NATAL	Amr. str.	2 m.	Marochino	SANDER, WIELER & CO.	On 12th inst. P.M.
SHANGHAI	CARINTHIA	Amr. str.	2 m.	J. Chelley, R.N.R.	P. & O. S. N. Co.	On or about 13th inst.
SHANGHAI	PALAWAN	Brit. str.	2 m.	K. Suzuki	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	KIKUANG	Brit. str.	2 m.	S. Atsumi	BUTTERFIELD & SWIRE	To-day.
CHINKIANG & SHANGHAI	MAIDZURU MARU	Jap. str.	2 m.	S. Atsumi	MIYUNI BUSAN KAISHA	On 11th inst. at Daylight.
ANPING, via SWATOW & AMOY	ANPING MARU	Jap. str.	2 m.	S. Atsumi	MIYUNI BUSAN KAISHA	On 8th inst.
FOOCHOW, via SWATOW & AMOY	DAIGI MARU	Jap. str.	2 m.	S. Atsumi	DOUGLAS, LARPAK & CO.	To-morrow, at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 m.	J. E. McArthur	SHAW, TOMES & CO.	To-day, at 5 P.M.
MANILA	PERLA	Brit. str.	2 m.	J. E. McArthur	BUTTERFIELD & SWIRE	On 10th inst.
MANILA	TAITIAN	Brit. str.	2 m.	J. E. McArthur	BUTTERFIELD & SWIRE	On 13th inst.
MANILA	SURGIANG	Brit. str.	2 m.	J. E. McArthur	BUTTERFIELD & SWIRE	On 14th inst.
LOILO & CEBU	KATONG	Brit. str.	2 m.	J. E. McArthur	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
BOMBAY, via SINGAPORE & PENANG	SHAGONG	Ital. str.	2 m.	Brusaca	CARLOWITZ & CO.	On 13th inst. at Noon.
BOMBAY, via SINGAPORE & COLOMBO	MILKE MARU	Jap. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	On 13th inst. at Noon.

SHIPPING.

ARRIVALS.
Sept. 3, Dr. H. J. Kier, Norwegian str., 691, Larsen, Canton 3rd Sept. General.
CHINESE.
Sept. 3, Duke of Fife, British str., 3,721, J. S. Cox, Tacoma via Ports 3rd July, General.—DODWELL & CO., LD.
Sept. 3, HATTAN, British str., 1,183, J. S. Cox, Fochow, Amoy and Swatow 2nd Sept. General.—DOUGLAS LARPAK & CO.
Sept. 3, INDRAVELLI, British str., 3,206, McGraith, Moji 20th August, General.—EAST ASIATIC TRADING CO.
Sept. 3, LONGSANG, British str., 1,092, G. S. Weigull, Macao 31st August, General.—JARDINE, MATHESON & CO.
Sept. 3, LOVAL, German str., 1,006, Weidlich, Sourabaya 24th August, Sugar.—SIEMSEN & CO.
Sept. 3, LYEEMOON, German str., 1,238, Lehmann, Canton 3rd Sept. General.—SIEMSEN & CO.
Sept. 3, PREUSSEN, German str., 3,278, Ed. Prehn, Hamburg 24th July and Canton 30th August, Mails and General.—MELCHERS & CO.
Sept. 3, PRINCESS IRENE, German str., 1,081, Wotter, Shanghai 31st August, Mails and General.—MELCHERS & CO.
Sept. 3, SATSUMA, British str., 4,100, McIntosh, New York 17th June and Manila 31st August, General.—DODWELL & CO., LD.
Sept. 3, STENTOR, British str., 4,308, Chas. Jackson, Fochow 1st Sept. General.—BUTTERFIELD & SWIRE.
Sept. 3, TELEMACHUS, British steamer, 1,379, Williamson, Saigon 30th August, Rice.—CHINESE.
Sept. 3, STROMBOLI, Italian cruiser, 4,033, Cecconi, from Amoy.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
3rd September.
Draconar, British str., for Moji.
Crown of Aragon, British str., for Singapore.
Kinkiang, British str., for Chinkiang.
Sunkor, British str., for Singapore.
Suicang, British str., for Singapore.
Daphne, German str., for Nagasaki.
Sibiria, German str., for Singapore.
Taichow, German str., for Bangkok.
Taiko, German str., for Swatow.
Hue, French str., for Kwong-chow-wan.

DEPARTURES.

3rd September.
AIRLIE, British str., for Shanghai.
BRAEMAR, British str., for Tacoma.
DAPHNE, German str., for Nagasaki.
FRIEDBURG, German str., for Shanghai.
KONG HENG, German str., for Bangkok.
SUICANG, British str., for Calcutta.
TACHOW, German str., for Bangkok.
WINGANG, British str., for Canton.

VESSELS IN DOCK.

Kowloon Dock.—Canton River, Victoria, Georges Vandevelde, Zafra, Hailong, Indravelli.
COSMOPOLITAN DOCK.—Coptic.

SHIPPING REPORTS.

The British steamer *Stentor*, from Fochow 1st Sept., had fine, clear weather.
The British steamer *Hattan*, from Fochow, Amoy and Swatow 2nd Sept., had light variable winds, moderate sea and fine weather throughout.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
I. F. CHAPMAN, American ship, Chapman.
Arnhold, Karberg & Co.
L. SCHEFF, American ship, C. S. Kendall.
Carlowitz & Co.
Ska. WITZ, American ship, Howes.—Master

VESSELS ON THE BERTH

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA"

Captain J. E. McArthur, will be despatched as above TO-DAY, the 4th September, at 5 P.M. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.
A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO., General Managers.
Hongkong, 2nd September, 1901. [2227]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (via SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU"

Captain K. Suzuki, will be despatched for the above ports TO-DAY, the 4th September. For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 24th August, 1901. [38]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

THE Steamship

"LYEEMOON"

Captain Th. Lehmann, will be despatched for the above ports TO-MORROW, the 5th instant, at 10 A.M.
This Steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to
SIEMSEN & CO., Agents.
Hongkong, 2nd September, 1901. [2238]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN"

Captain Ellis, will be despatched for the above ports TO-MORROW, the 5th September, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company, and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 28th August, 1901. [2109]

FOR NEW YORK.

THE 3/3 A II American ship

"L. SCHEFF"

Captain Kendall, will be ready to load on the 15th August for the above port, and will be despatched about the middle of September.
For Freight, apply to
CARLOWITZ & CO.
Hongkong, 18th July 1901. [1414]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

* "ATHENIAN," 3,892 Tons Comdr. H. Mowatt. WEDNESDAY, 4th Sept. 1901

* "EMPEROR OF JAPAN," Comdr. H. Pybus, R.N.R. WEDNESDAY, 25th Sept. 1901

* "EMPEROR OF CHINA," Comdr. B. Arnold, R.N.R. WEDNESDAY, 23rd Oct. 1901

* "TARTAR," 4,425 Tons. Comdr. E. Becher, R.N.R. WEDNESDAY, 30th Oct. 1901

* "EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 20th Nov. 1901

† The S.S. "ATHENIAN" will call at Shanghai, Moji, Kobe and Yokohama, for Victoria and Vancouver.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World-Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 29th August, 1901. 110

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON

REMARKS.

MARSEILLES and BANCA About 7th } Freight only.

LONDON E. P. Martin, R.N.R. } September

YOKOHAMA via CANTON About 8th } Freight or Passage.

SHANGHAI J. Chelley, R.N.R. } September

PARAMATTA Noon, 14th } See Special Advertisement.

For Further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 3rd September, 1901. 11

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS. DESTINATIONS. SAILING DATES.

PRINCESS IRENE THURSDAY 5th September.

PRINZ HEINRICH THURSDAY 19th September.

PREUSSEN WEDNESDAY 2nd October.

HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 18th October.

SACHSEN WEDNESDAY 30th October.

KIAUTSCHOU (Hamburg-Amerika Linie) WEDNESDAY 13th November.

BAVERN WEDNESDAY 27th November.

STUTTGART WEDNESDAY 11th December.

KONIG ALBERT WEDNESDAY 23rd December.

PRINZESS IRENE WEDNESDAY 8th Jan. 1902.

PRINZ HEINRICH WEDNESDAY 22nd Jan. 1902.

PREUSSEN WEDNESDAY 5th Feb. 1902.

HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 19th Feb. 1902.

SACHSEN WEDNESDAY 5th Mar. 1902.

ON THURSDAY, the 5th day of September, 1901, at Noon, the Steamship "PRINZESS IRENE" of the NORDEUTSCHER LLOYD, Captain P. Wotter, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 3rd September, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 4th September, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 4th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 23rd August, 1901.

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PYRRIUS"	On 5th September.
GLASGOW and LIVERPOOL	"ULYSSES"	On 12th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 19th September.
GLASGOW and LIVERPOOL	"ALCEAS"	On 26th September.
GLASGOW and LIVERPOOL	"WESTON"	On 1st October.
GLASGOW and LIVERPOOL	"LAERTES"	On 8th October.
HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"IDOMENEUS"	On 17th September.
LONDON	"TYDEUS"	On 1st October.
LONDON	"PYRRIUS"	On 15th October.
LONDON	"AGAMEMNON"	On 29th October.
LIVERPOOL DIRECT	"ORESTES"	On 15th September.
LIVERPOOL DIRECT	"ULYSSES"	On 15th October.

(Taking Cargo at London Rates)
(Taking Cargo at London Rates)
S.S. "PYRRIUS" left SINGAPORE on 31st August, and is due in Hongkong on 5th inst.
For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.
Hongkong, 4th September, 1901. [15]

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
CHINKIANG & SHANGHAI	"KIUKIANG"	On 4th September.
TIENTSIN	"NANCHANG"	On 4th September.
TIENTSIN	"FOOCHOW"	On 8th September.
MANILA	"TAIYUAN"	On 10th September.
THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MEL- BOURNE	"SUNGKIANG"	On 13th September.
MANILA	"KAIFONG"	On 14th September.
ILIOILO & CEBU		

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 3rd September, 1901. [16]

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE
TO
VICTORIA (B.C.) and SEATTLE.
Calling also at TACOMA and carrying Cargo
on through Bills of Lading to New York
and other points of the United States
in connection with the
GREAT NORTHERN RAILWAY CO'S
LINES.

THE Steamship
"MOYUNE,"
4,846 tons, is due here on 8th September, and
will have quick despatch.
For Rates of Freight and further Particu-
lars, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 29th August, 1901. [2202]

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR TAMSUI VIA SWATOW AND
AMOI.

THE Company's Steamship

"DAIGI MARU,"
Captain K. Sabajima, will be despatched for
the above ports on SUNDAY, the 8th inst.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 2nd September, 1901. [17]

COMPAGNIE DES MESSEGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX.

ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 9th September, 1901,
at 1 P.M., the Company's Steamship
"TARBA," Captain Nigro, with Mail,
Passengers, Specie and Cargo, will leave this
port for MARSEILLES via BOMBAY.

The Steamer connects at COLOMBO with
the S.S. "Polynesia," which vessel takes on the
Passengers and Mails, leaving that port on the
21st instant direct to Suez, Port Said and
Marseilles.

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
lieu of Freight for the principal
places of Europe.

Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 P.M.,
Specie and Parcels until 5 P.M. on the 8th
instant. (Parcels are not to be sent on board
they must be left at the Agency's Office.) Con-
tents and Value of Packages are required.
For further particulars, apply at the Com-
pany's Office.

P. DE CHAMPMORIN,
Acting Agent.
Hongkong, 3rd September, 1901. [2]

COMPAGNIE DES MESSEGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE
AND YOKOHAMA.

THE Company's Steamship

"NATAL,"
Captain Bouis, will be despatched for the above
ports on or about MONDAY, the 9th inst.
For Freight or Passage, apply to
P. DE CHAMPMORIN,
Acting Agent.
Hongkong, 3rd September, 1901. [2]

"GLEN" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND
YOKOHAMA.

THE Steamship

"GLENROY,"
Captain Forbes Selby, will be despatched for
the above ports on TUESDAY, the 10th inst.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 3rd September, 1901. [2240]

COMPAGNIE DES MESSEGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

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Hongkong, 3rd September, 1901. [2240]

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Hongkong, 3rd September, 1901. [2240]

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Hongkong, 3rd September, 1901. [2240]

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P. DE CHAMPMORIN,
Acting Agent.
Hongkong, 3rd September, 1901. [2]

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FOR NAGASAKI, KOBE AND
YOKOHAMA.

THE Steamship

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MCGREGOR BROS. & GOW,
Agents.
Hongkong, 3rd September, 1901. [2240]

COMPAGNIE DES MESSEGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

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POST OFFICE NOTICES.

The *America* Mail, with the American Mail of the 10th ult. left Yokohama on Friday, the 30th ult., at daylight, and may be expected here on or about Saturday, the 7th inst.

The *Natal*, with the French Mail of the 9th ult. left Singapore on Monday, the 2nd inst., at 8 p.m., and may be expected here on or about the 9th inst. This packet brings replies to letters despatched from Hongkong on the 5th July.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Canton	Hongkong	Wednesday, 4th, 7.30 A.M.
Quangchow-wan, Hainan, Pukioi & Huiphong	Hue	Wednesday, 4th, 8.00 A.M.
Hainan	Hongkong	Wednesday, 4th, 9.00 A.M.
Shanghai	Prinsen	Wednesday, 4th, 9.00 A.M.
Hakodadi	Hongkong	Wednesday, 4th, 11.00 A.M.
Singapore and Colombo	Sibiria	Wednesday, 4th, 11.00 A.M.
Shanghai, Moji, Kobe, Yokohama, Victoria and Vancouver, E.C.	Athenian	Wednesday, 4th, 11.00 A.M.
Saigon	Piccola	Wednesday, 4th, 11.00 A.M.
Macao	Hongkong	Wednesday, 4th, 1.15 P.M.
Swatow and Dairen	Taipei	Wednesday, 4th, 3.00 P.M.
Chinkiang and Shanghai	Kiukiang	Wednesday, 4th, 4.00 P.M.
Tientsin	Nauchang	Wednesday, 4th, 4.00 P.M.
Manila	Perla	Wednesday, 4th, 4.00 P.M.
Moji	Ness	Wednesday, 4th, 5.00 P.M.
Canton	Palestine	Wednesday, 4th, 5.00 P.M.
Hainan	Michael Jelen	Wednesday, 4th, 5.00 P.M.
Swatow, Amoy and Foochow	Yokohama	Thursday, 5th, 9.00 A.M.
Shanghai	Lycenon	Thursday, 5th, 9.00 A.M.
Calcutta	Sithonia	Thursday, 5th, 10.00 A.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	Eastern	Thursday, 5th, 10.00 A.M.
Europe, &c., India via Taitoria	Priatess Irene	Registration, with late fee of 10 cents, up to 10.45 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		
Tientsin	Foochow	Friday, 6th, 4.00 P.M.
Europe, &c., India via Taitoria	Yarn	Registration, with late fee of 10 cents, up to 10.45 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		
Singapore Penang and Bombay	Singapore	Registration, with late fee of 10 cents, up to 10.45 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Coptic	Registration, with late fee of 10 cents, up to 10.45 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	Taiwan	Thursday, 10th, 4.00 P.M.
Manila	Sungliang	Friday, 13th, 4.00 P.M.
Europe, &c., India via Taitoria	Parramatta	Registration, with late fee of 10 cents, up to 10.45 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		

TO-DAY.

Military Tattoo, Volunteer Parade Ground, 9 p.m.

TO-MORROW.

Sale, Leasehold Property, Sales Rooms, Messrs. Hughes & Hough, 3 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

3rd September.

ON LONDON.—
Telegraphic Transfer 1/11
Bank Bills, on demand 1/11
Bank Bills, at 30 days sight 1/11
Bank Bills, at 4 months sight 1/11
Credits, at 4 months sight 1/11
Documentary Bills, at 4 months sight 1/11

ON PARIS.—
Bank Bills, on demand 2/45
Credits, at 4 months sight 2/48

ON GERMANY.—
On demand 1/98
On New York 1/98

ON NEW YORK.—
Bank Bills, on demand 47
Credits, at 60 days sight 48

ON BOMBAY.—
Telegraphic Transfer 1/44
Bank, on demand 1/45

ON CALCUTTA.—
Telegraphic Transfer 1/44
Bank, on demand 1/45

ON SHANGHAI.—
Bank, at sight 73
Private, 30 days sight 73

ON YOKOHAMA.—
On demand 6 p.c. pm.

ON MANILA.—
On demand 3 p.c. pm.

ON SINGAPORE.—
On demand 1 p.c. pm.

ON BATAVIA.—
On demand 1/17

ON HAIKONG.—
On demand 1/1 p.c. pm.

ON SAIGON.—
On demand 1/1 p.c. pm.

ON BANGKOK.—
On demand 1/1 p.c. pm.

GOVERNMENT, Bank's Buying Rate \$10.2
GOLD LEAF, 100 fine, per tael \$52.25
BAR SILVER, per oz. 27

OPIUM.

3rd September.

Quotations are— Allow 5% net to 1 centy.

Malwa New \$860 to \$870 per picul.

Malwa Old \$890 to \$900

Malwa Older \$900 to \$920

P. P. wrapped \$800 to

Persian extra fine \$830 to

Persian fine \$835 to

Patna New \$935 to

Patna Old \$975 to

Beaver New \$915 to

Beaver Old \$945 to

VESSELS EXPECTED.

THE FRENCH MAIL.

The M.M. steamer *Natal*, with the next French mail, left Singapore on the 2nd inst., at 3 p.m., for this port via Saigon.

THE AMERICAN MAIL.

The T.K.K. steamer *America* Mail, with mails, &c., from San Francisco to the 10th ult. via Honolulu, has arrived at Yokohama, and will leave for this port on the 30th ult., a.m., via Inland Sea, Kobe, Nagasaki and Shanghai.

The P.M. steamer *City of Peking*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 22nd ult.

The O. & O. steamer *Gaelic*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 27th ult.

The C.P.R. steamer *Empress of Japan* arrived at Yokohama at 5.30 a.m., on the 3rd inst., and left again at 1 p.m., same day for Kobe, where she is due to arrive at 1 p.m., on the 4th inst.

THE INDIAN MAIL.

The Indo-China steamer *Suifang*, from Calcutta and the Straits, left Singapore for this port on the 22nd ult., at 6 p.m.

MERCHANT STEAMERS.

The N.Y.E. steamer *Bingo Maru* (European Line) left Kobe via Moji for this port on the

JOINT STOCK SHARES.

Hongkong, 3rd September.

COMPANY.	PAID UP.	QUOTATIONS.
Hongkong & S'ha.	\$125	\$605.
China & Japan, only	24	156.
Do. deferred	21	23. 5s.
Natl. Bank of China	23	\$24 buyers
A. Shares	23	\$23 buyers
P. Shares	21	\$15, sellers
P. Sh. Sh. Sh.	21	\$10, buyers
Bell's Asbestos E. A.	21	\$10, buyers
Campbell, Moore & Co.	19	\$23, sellers
China-Borneo Co., Ltd.	15	\$33, sellers
China Light and	\$20	\$20, nominal
Power Co., Ltd.	\$10	\$31, safes
China Prov. L. & M.	\$100	\$136.
China Sugar		
Cigar Companies—		
Alhambra, Ltd.	\$500	\$1,250, sellers
Philippine Tobacco	\$50	\$50.
Teat Co., Ltd.		
Cotton Mills—		
International	Tls. 100	Tls. 40.
Laon Kung Mow	Tls. 100	Tls. 23.
Soychee	Tls. 100	Tls. 300.
Yahloong	Tls. 100	Tls. 121.
Hongkong	\$100	\$11, buyers
Harwick & Co., Geo.	\$25	\$55, sellers
Green Island Cement	\$10	\$21, sales
H. & C. Bakery	\$50	\$50.
Hongkong & C. Gas	\$10	\$140, buyers
Hongkong Electric	\$10	\$121, buyers
H. H. L. Tramways	\$100	\$275, sales & buy.
Hk. Steam Water-		
boat Co., Ltd.	\$7	\$8, buyers
Hongkong Hotel	\$50	\$121, sales
Hongkong Ice	\$25	\$182, buyers
H. & K. Wharf & G.	\$25	\$263, ex div. buy.
Hongkong Paper	\$50	\$171.
H. & W. Dock	\$50	\$280.
Insurance—		
Canton	\$50	\$170, sellers
China Fire	\$20	\$82, sellers
China Traders'	\$20	\$50, sellers
Hongkong Fire	\$20	\$190.
North China & B.	\$20	\$190.
Union	\$30	\$340, buyers
Yamzee	\$30	\$121, sellers
Land and Building—		
Hongkong Land Inv.	\$100	\$101, sales
Humphreys Estate	\$10	\$101, buyers
Kowloon Land & B.	\$30	\$30, buyers
West Point Building	\$50	\$51, sales & buyers
Luzon Sugar	\$100	\$36, sellers
Manila Invest. Co., Ltd.	\$50	\$50, sellers
Mining—		
Charbonnages	Fcs. 250	\$225.
Joleba	\$5	\$4, sellers
Quebec Mines, Ltd.	250	40, sales
Quivers Mines, A.	\$1	\$1, nominal
Do. B.	\$1	\$1, nominal
Punjoni	\$9	\$10, sellers
Do. Preference	\$1	\$1.
Ranb	\$10	\$24, buyers
New Amal. Do.	\$50	\$55.
Quebec Hotel, Manila	\$10	\$10, nominal
Rogell, Ltd.	\$10	\$10, nominal
Robinson Piano Co., Ltd.	\$50	\$50, nominal
China and Manila	\$50	\$52.
China Mutual Prof.	\$10	\$12.
China Ordinary	\$10	\$12.
Do.	\$2	\$7.
Douglas Steamship	\$50	\$51.
H. Canton and M.	\$15	\$341, sales
Indo-China S. N.	\$10	\$135, buyers
Shell Transport and	\$1	\$2,123, sellers
Trading Co., Ltd.		
Star Ferry	\$10	\$91, buyers
Tehran Planting Co.	\$5	\$1.
United Asbestos	\$4	\$10, buyers
Do.	\$10	\$15.
Universal Trading	\$20	\$101, buyers
Co., Ltd.	\$371	nominal
Wanchai Water	\$10	\$10, sales & sell.
Watkins, Ltd.	\$10	\$10, sellers
Watson & Co., A. S.	\$10	\$10, sellers

VERNON & SMYTH, Brokers.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 2nd SEPTEMBER, P.M.

STATION.	Hour.	Barometer.	Thermometer.	Humidity.	Wind.	Weather.
V'divostock	2 p.	29.80	76	—	—	—
Kobe	"	29.82	—	—	—	—
Kochi	"	29.72	—	—	—	—
Nagasaki	"	29.68	—	—	—	—
Kanagawa	"	29.68	—	—	—	—
Yokohama	"	29.77	—	—	—	—
Taiichi	"	29.67	—	—	—	—
Tsushima	"	29.70	—	—	—	—
Koshu	"	29.74	—	—	—	—
Pescadore	"	29.82	60	70	NE	4
Gulf of	"	29.78	81	72	NE	5
Shanghai	"	29.76	86	84	SE	4
Amoy	"	29.72	83	81	SE	3
Swatow	"	29.74	85	79	SE	2
Canton	"	29.77	70	91	NE	1
Hongkong	"	29.77	70	91	NE	1
Victoria Peak	"	29.75	—	—	—	—
Gap Peak	"	29.77	81	—	—	—
Manila	"	29.72	81	—	—	—
Hainan	"	29.72	82	55	SW	3
Malacca	"	29.72	82	55	SW	3
Batavia	"	29.72	82	55	SW	3
Bacolod	"	29.79	83	—	—	—
Hilo	"	29.76	83	—	—	—
Cebu	"	29.76	83	—	—	—
C. S. James	"	29.76	83	—	—	—

2nd SEPTEMBER, A.M.

STATION.	Hour.	Barometer.	Thermometer.	Humidity.	Wind.	Weather.
V'divostock	10 a.	29.85	67	73	—	—
Kobe	"	29.85	—	—	—	—
Kochi	"	29.85	—	—	—	—
Nagasaki	"	29.85	—	—	—	—
Kanagawa	"	29.85	—	—	—	—
Yokohama	"	29.85	—	—	—	—
Taiichi	"	29.85	—	—	—	—
Tsushima	"	29.85	—	—	—	—
Koshu	"	29.85	—	—	—	—
Pescadore	"	29.85	—	—	—	—
Gulf of	"	29.85	—	—	—	—
Shanghai	"	29.85	—	—	—	—
Amoy	"	29.85	—	—	—	—
Swatow	"	29.85	—	—	—	—
Canton	"	29.85	—	—	—	—
Hongkong	"	29.85	—	—	—	—
Victoria Peak	"	29.85	—	—	—	—
Gap Peak	"	29.85	—	—	—	—
Manila	"	29.85	—	—	—	—
Hainan	"	29.85	—	—	—	—
Malacca	"	29.85	—	—	—	—
Batavia	"	29.85	—	—	—	—
Bacolod	"	29.85	—	—	—	—
Hilo	"	29.85	—	—	—	—
Cebu	"	29.85	—	—	—	—
C. S. James	"	29.85	—	—	—	—

On the 3rd at 12.5 p.m. The barometer has risen slightly over the China coast and Philippines. Pressure remains high over the Pacific and in the Pacific an area extending over the China coast, and for SW winds over the middle part of the China Sea. Forecast—moderate NE wind; fair.

Messrs. FALCONER & CO.'s Barometer, 3rd Sept. Barometer 9 A.M. 29.85 Therm. 81.2 (Wet bulb) 77.7 Barometer 4 P.M. 29.85 Therm. 81.2 (Wet bulb) 77.7 Barometer 8 P.M. 29.85 Therm. 81.2 (Wet bulb) 77.7 Thermom. 9 A.M. 84 Therm. Maximum 85 Thermom. 1 P.M. 85 Therm. Minimum 84 Thermom. 4 P.M. 84 night 85

VISITORS AT HOTELS.

Mr. D. A. Andrews	Mr. E. A. Katsch
Mrs. Angus	Mr. & Mrs. F. Kieno
Mr. H. Arnold	Mr. J. Kirkwood
Mr. W. S. Bailey	Miss Kock
Mr. B. J. Barlow	Mr. L. L. Luzzo
Mr. Barton	Major R. P. Littlejohn
Mr. J. T. Bell	R. E.
Mr. F. G. A. Beringer	Mr. & Mrs. W. M. Long
Mr. J. Black	Mr. McAdams
Mr. A. Bonner	Mr. D. Macdonald
Mr. Brown	Mr. McIntyre
Mr. J. Brown	Mr. J. Mackenzie
Major W. B. Browne	Mr. Marlow
R. E.	Mr. Michael
Mr. Bussistow	Miss Miles
Mr. D. H. Cameron	Mr. W. Paritt
Dr. F. Clarke	Mr. W. W. Pearce
Mr. S. Colson	Mr. A. J. Pitcher
Mr. Connor	Mr. H. Price
Mr. M. C. Cymiler	Lieut. W. A. Quennell
Mrs. Davies and child	Dr. L. E. Reid
Mr. P. C. Donroche	Mr. A. Reid
Mr. D. M. Devilliss	Mr. W. H. Robertson
Mr. G. H. Dicoche	Mr. R. G. Smithers
Major D. J. Dicoche	Mr. R. S. Schou
Major P. S. Dyson	Mr. E. Sellers
Mr. F. W. Edwards	Mr. P. W. Sergeant
Mr. & Mrs. Fernald	Mr. A. E. Simpson
Mr. Fiecher	Mr. J. M. Shavin
Mr. Kennedy Gibson	Mr. G. H. Smithers
Mr. E. Glesne	Mr. G. H. Stogus
Mr. C. Glover	Mr. D. G. Taylor
Mr. John Grant	Mr. F. P. Templeton
Mr. J. H. Halligan	Mr. Harry Thomas
Mr. Harok	Dr. & Mrs. J. C. Thomson
Mr. H. G. Hockford	child
Mr. H. F. Hockford	Mr. H. G. Tibbey
Mr. H. Howard	Mr. G. H. Wakeman
Mr. J. A. Howkins	Mr. and Mrs. Frank W.
Mr. W. Kerfoot Hughes	Watts
Mr. A. N. Huko	Mr. W. J. G. Whitley
Mr. J. G. H. Whitley	Mr. & Mrs. A. A. Wil-
Mr. E. N. Irving	hanson and child
Mr. & Mrs. E. Johnson	Mr. T. E. Woodward
Mr. & Mrs. E. S. Joseph	Mr. J. J. Woolson

Mr. T. F. Baillon	Mr. J. E. Lee
Mr. James Baillon	Mr. A. Mackay
Mr. S. S. Benjamin	Mr. K. Martin
Mr. J. W. C. Bonnar	Mr. A. B. McDermott
Mr. H. F. R. Brayne	Mr. & Mrs. Miller
Col. H. F. Brown, R.E.	Mr. M. Quincey
Mr. G. W. Collier	Colonel Perrot, R.A.
Colonel Crookenden	Mr. John Pitt, R.N.
Mr. George H. Dann	Hon. H. E. Pollock
Mr. W. Davies	Hon. R. Murray Rum-
Mr. F. Dixon	son, R.N.
Mr. J. S. Easlick	Mrs. Sawyer
Mr. A. E. Farber	Mr. A. Sinclair
Mr. & Mrs. H. W. Fraser	Mr. T. J. Smith
Mr. D. M. Graham	Mr. A. G. Stokes
Dr. Gumprecht	Mr. S. S. Thomson
Major Hamilton	Mr. W. H. Wheeler
Dr. G. M. Harston	Mr. W. T. Wilgoss
Mrs. G. M. Harston	Mrs. W. Wilson & child
Mr. Frank H. Liso	Mr. & Mrs. H. Taylor
Mr. H. N. Jeffries	Wright

Mr. James Anderson	Mr. J. J. B. Heemskerk
Mr. H. Belle	Mr. W. H. Langs
Mr. E. Bame-Pyo	Capt. J. P. Highlands
Mr. & Mrs. H. Matheson	O-B.
Mr. W. W. Cronch	Mrs. Langlands
Mr. & Mrs. A. Danison	Sisters, Govt. Civil Hos-
Mr. G. H. Edwards	pital
Capt. J. Farrow	Mrs. James Scott
Mr. & Mrs. G. Gribble	Mr. & Mrs. F. E. C. Sme-
	plice

Mr. M. Donnoche	Mrs. de Almada e C
Mrs. H. Y. Chai	Remedios
Mr. Bruce Gardai	Mr. & Mrs. C. Schubert
Mr. & Mrs. T. W. Wind-	and child
garn	Major J. J. C. Watson
Mr. A. E. Kintross	R.A.M.C.
Miss d'Almada Remo-	Mrs. J. J. C. Watson
dios	
Mr. J. M. d'Almada	Remedios

Mr. A. Sias	Mrs. H. C. D. Frampton
Mrs. Bowker and two	Dr. E. Hechfeld
children	Dr. Macleod
Mr. Carl Clauson	Mr. & Mrs. F. P. Trimin
Mr. N. K. Davidson	hum

Mr. & Mrs. Rob. C. Dixon	Mr. E. Kewbs
and family	Capt. H. W. Laxton
Capt. H. N. Holden	Mr. V. Elegen
Mr. Geo. H. Holden	